

TRAVEL CHEAPER THAN BEFORE WAR

British Artist Goes for Week's Journey and Does Not Spend Even \$10.

COULD SAY "ANGLAIS"

French Would Allow Him to Pay for Very Little and He Had Capital Time.

London, Oct. 10.—Returned travelers from the Continent say that traveling is cheaper than before the war. One artist who has just come back from France, told how he started out with \$10 and returned home with \$12.50 after spending a week in the war zone. He said: "Eight days ago I found myself in Boulogne. I tried to get through to Paris, but it was impossible, so I made up my mind for Ostend. On the train to Ostend, the French told me that the railway fares out of the question. I had not then thought of the possibility of free rides, so I set out on foot."

"A day's tramp saw me at Calais. There times I was stopped by French soldiers. The only French word I knew was 'Anglais', but that was enough. 'Anglais', I said, and waved my much-thumbed passport with all the assurance of a tourist with a Baedeker. It had a magical effect. Smiles, salutes, and good wishes replaced the fearsome challenges of a moment before."

"Anglais" Got Him Through. "The early success of 'Anglais' brought inspiration at Calais. It was the same there. Gendarmes, stationmaster, ticket collector, and booking clerk bowed and smiled at my magic word. No one dreamed of my paying for a ticket to Dunkirk."

"In two days after leaving Boulogne, with dread tales ringing in my ears of what would happen to me on the way, I had arrived at Ostend without having paid 2 cents in fares and only a few cents for food."

"In this roundabout route to Ostend I encountered many little kindnesses, but the limit was reached when a porter offered me a franc. It was probably all the money he possessed, but he thought by my gesture that I was 'broke'."

Saw No German Soldiers. "But, although I have spent seven days in France and Belgium at the cost (apart from the boat passage) of 35 shillings, I have come back with an uncomfortable feeling that I have hardly had my money's worth. Not one German have I seen."

"In the seven days, however, I have seen sights and heard tales thrilling and glorious that the years will never efface. I shall never forget, for instance, how one morning in Boulogne I saw coming toward me a little group of seven men, clothed in rags, faces smeared with dust and grime, rusty-edged bayonets showing dully here and there, grim reminders of such things as whistling bullets and flying fragments of shell. One of them asked me to direct them to the British consul. When I replied to them in words that still have a lingering trace of British land accent, they were almost overcome with joy."

"They were British soldiers. They had been at the great battle of Mons, and the nine days of walking and hair-breadth escapes that had followed their having been cut from their regiment had left their mark."

Had Terrible Time.

"They had had a terrible time. They had been, they said, in the trenches at Mons. The German artillery had got the shells, said one, 'were screaming like hell, like nothing you ever heard before. All we could do was to keep on firing. Our officer stood up in the trenches and clapped his hands like as if he was clapping a star, and he shouted, 'Good boys, good boys!' He yelled, 'Good boys, stick to it!' That was all he said. The next moment a piece of shell had crumpled him up. The next in command ordered us to retreat, and we pulled back."

"On the way we passed a deserted Maxim. There was a Lancashire chap there who knew how to work it. 'So long, boys,' he shouted, and made a dive for the gun. A few moments later I looked back. There he was pumping lead into the mass of 'em, laughin' for all he was worth and yellin' out: 'Look at 'em droppin', boys! Look at 'em droppin'. That was the last I saw of him.'"

MEXICAN BULLET KILLS U. S. TROOPER

Naco, Ariz., Oct. 9.—Trooper Wilson, of the Fourth United States Cavalry, who was wounded by a Mexican bullet fired across the line during an attack on Naco, Sonora, last Sunday, died today.

FOOD SOURING IN STOMACH CAUSES INDIGESTION, GAS

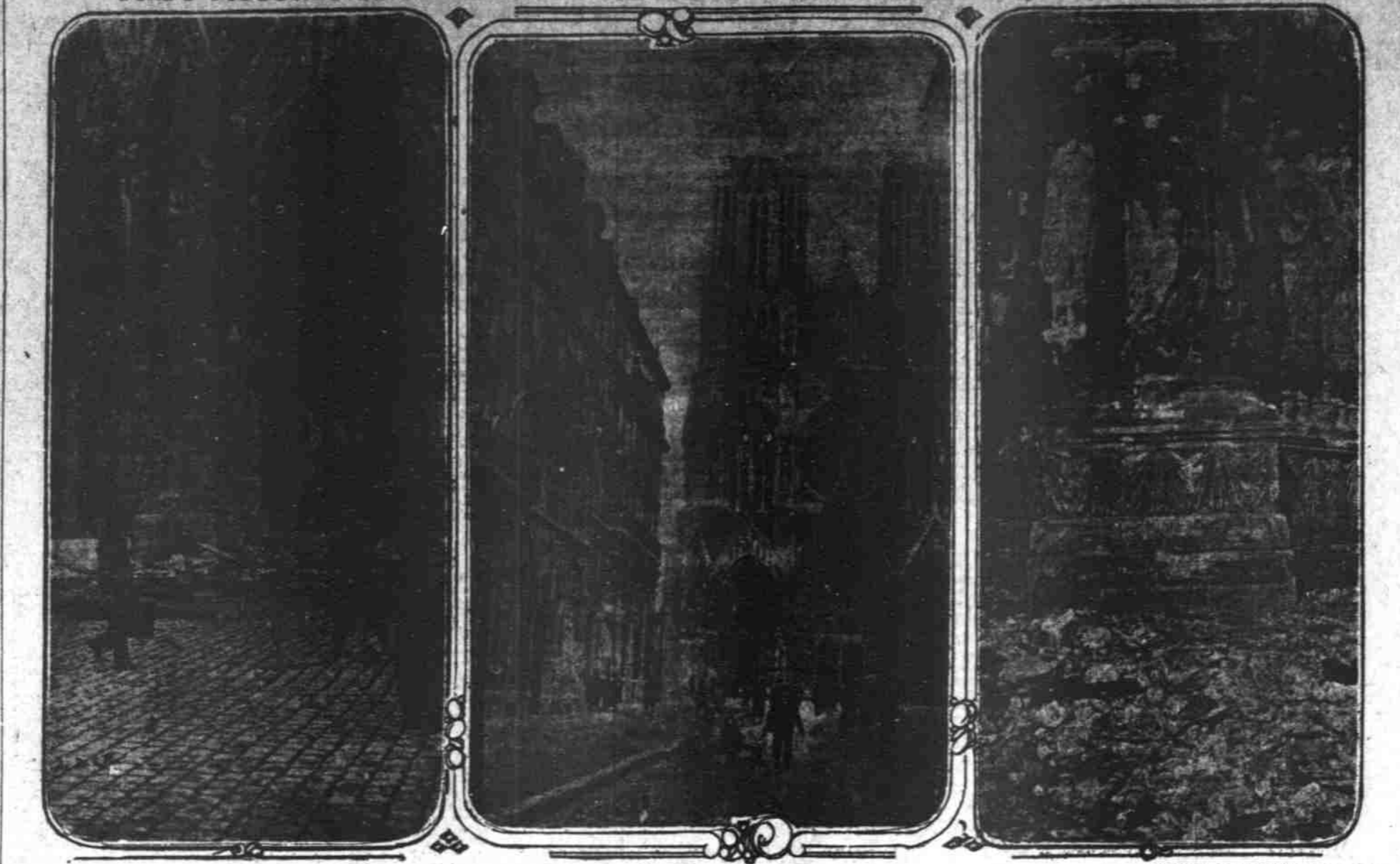
"Pape's Diapiesin" ends all stomach distress in five minutes.

Wonder what upset your stomach— which portion of the food did the damage—do you? Well, don't bother. If your stomach is in a revolt; if sour, gassy and upset, and what you just ate has fermented into stubborn lumps; head dizziness, belch gases and acids and eructate undigested food; sourish foul tongue coated—just take a little Pape's Diapiesin and in five minutes you wonder what became of the indigestion and distress.

Millions of men and women today know that it is needless to have a bad stomach. A little Diapiesin occasionally keeps this delicate organ regulated and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage instead of a help, remember the quickest, surest, most harmless relief is Pape's Diapiesin which costs only fifty cents for a large case at drug stores. It's truly wonderful—it digests food and sets things straight, so gently and easily that it is really astonishing. Please, for your sake, don't go on and on with a weak, disordered stomach. It's so unnecessary—Adv.

FIRST PICTURES SHOW RHEIMS CATHEDRAL WAS DAMAGED BUT NOT DESTROYED



These photographs, the first to be received in the United States since the shelling of the cathedral at Rheims by the Germans, three weeks ago, show that, while the cathedral was badly damaged by the German bombardment, it was by no means destroyed. At the left is shown one of the shell-chipped doorways of the beautiful cathedral. In the center is the cathedral itself showing that its general lines were left almost intact by the shelling. Daylight shows through the towers where the roof was torn and burned away. At the right is seen the detail of the ruined figures of the saints, one of the chief beauty marks of the medieval temple.

OUR LATIN AMERICAN OPPORTUNITY

By John Barrett, Director General of the Pan-American Union, Formerly U. S. Minister to Siam, Argentina, Panama and Colombia

If Latin-America will be approached by all those who wish to engage in its material evolution in the same way that the opportunities in the United States in the twenty-one independent American republics, maintained in Washington for the development of commerce, intercourse, friendship and peace among them all, has been carrying on without ceasing, propaganda to educate the people of the United States regarding the Latin-American countries, and, in turn, to inform Latin-America concerning this country. There is no fact in the world's history for the advancement of both commerce and commerce, of good understanding and trade, than the spread of useful and reliable information about each country among all the others. The better they know each other, their resources, their potentialities and their peoples, the more will they be desirous of promoting exchange of commerce and prosperity throughout the western hemisphere. In response to this constant agitation of the Pan-American Union there has been a gradual growth of interest in each American republic about the others, and especially in the United States about its sister American nations, which has been gratifying and encouraging.

Effect of the War on Latin America

It has remained, however, for a great fortune in the extraordinary and special interest in Latin-America. The European war, which is perhaps the most deplored combat in the history of the world, has unexpectedly emphasized to the western hemisphere the present onward movement and the future possibilities of each of the Latin-American countries, not only in commerce, but in everything that pertains to material, economic and social advancement. Although a larger number than is generally appreciated of our manufacturers, exporters, importers, bankers, travelers and students of the world's progress had already developed close acquaintance with Latin-America, which was bringing splendid results, still the great majority of people in the United States required some extraordinary event like the European war to turn their attention to the southern republics.

To get a proper appreciation of Latin-America certain fundamental facts must be borne in mind. "Latin-America" is a comprehensive term. It includes all of the countries from Rio Grande to the Straits of Magellan. "Spanish-America," a term often misused, does not include Brazil, which has the largest area and population of any country in Latin-America. It also excludes Haiti, which, though small, is potential in the commerce and development of the lands of the Caribbean Sea. In discussing Latin-America, however, the average man in the United States must not make the cardinal error of overlooking the individuality of each one of these countries. If he is speaking of Argentina alone, he must not call that a Latin-American land or its population "Latin-Americans." He should refer to the country invariably as "Argentina" and to the people as "Argentines." In mentioning the Brazilians they should not be called "Portuguese-Americans," but "Brazilians." In considering Chile, it should not be described as a Spanish-American or South American country of the west coast, but distinctively as "Chile," and it should be remembered that the "Chileans" are just as proud of being called by that name as peoples of the lands of Europe are anxious to be called "Englishmen," "Frenchmen," "Germans," etc.

There has been too much of a tendency in the past to call all the peoples south of the United States "Latin-Americans," as if they all had the same history, the same characteristics and the same possibilities. The truth is that almost every one of these twenty countries has its individual characteristics as distinctive as those of the United States. When the commercial man, the engineer or the traveler visits these countries, he should always bear this fact in mind if he would win the appreciation, interest and confidence of the peoples with whom he is attempting to do business or associate. Closely allied to this thought is the necessity of the avoidance by all men from the United States, when visiting the southern countries and peoples, of an air of patronage, or of suggestion that these lands are in any way behind the United States in progress or dependent upon the United States for their prosperity and development. If any such suggestion is to be made, it should come from their people rather than those of this country.

Latin America in North America. In studying Latin-America it also should be noted that the very closest of these southern countries, there are significant geographical differences with corresponding segregation of interests, of commerce, and of opportunities. The average superficial observer should not forget that there are ten Latin-American countries which are not in South America, but practically a portion of the North American continent. Mexico, the five Central American countries of Guatemala, Salvador, Honduras, Nicaragua, and Costa Rica, together with Panama, Cuba, the Dominican Republic, and Haiti, are distinctively, from a geographical and commercial standpoint, North American. The commercial and financial transactions of all these ten countries are greater with the United States than they are with Europe. In this same group there are placed in one division these twelve countries just named not only because of their commercial and financial relationship, but because of the fact that they are nearer by routes of transportation to the principal ports of the United States than they are to the principal commercial entrepôts of Europe. Colombia and Venezuela, inasmuch as they are in South America proper, seem more remote than they really are. The distance from the most northern points of these two countries to Key West is less than the distance from New York City to Kansas City.

These lands that border on the Gulf of Mexico and the Caribbean Sea present to the United States vast fields of commercial and financial activity. Some of them have already made remarkable progress and are conducting a rapidly growing trade, but the majority of them are in the infancy of development. They are in all kinds of material enterprises in order that they may enter upon a great progressive advancement. The so-called difficulties of revolutions and instability of government must not be exaggerated to the extent that there will not be a realization of their enormous natural resources. Although unfortunate conditions may have obtained, for instance, for some time in Mexico and in one or two of the Central American and other Caribbean lands, it is the firm belief of those of us who have studied the field for long years that these unfortunate conditions are simply the darkness before the dawn, and that during the next ten years there is going to be a new material and commercial era in all of them which will astonish the world. These twelve countries represent a combined population of thirty millions, and they already conduct an annual foreign trade valued at approximately \$700,000,000. In this trade the United States is increasing its transactions much faster than any country of Europe, notwithstanding a prevailing impression to the contrary. It is, therefore, logical that if these twelve countries or their contributory coasts are conducting this foreign business just as the canal is opening, they should be another \$1,000,000,000 in \$1,000,000,000 and more, with corresponding advantage to them and the United States.

Influence of the Panama Canal

The significance and value of the Panama Canal must always take into consideration these twelve countries, which, as it were, are on the verge of the Atlantic and the Pacific, and it will be thought only of what is beyond the canal in the Pacific Ocean. It is a bridge built across a great river, connecting two important cities or localities, the neighborhood approaching the bridge benefits and is built up as well as the neighborhood beyond it. The Panama Canal is a mighty water highway, already in the Pacific Ocean. Already in the Atlantic and the Pacific, and it will be thought only of what is beyond the canal in the Pacific Ocean. It is a bridge built across a great river, connecting two important cities or localities, the neighborhood approaching the bridge benefits and is built up as well as the neighborhood beyond it. The Panama Canal is a mighty water highway, already in the Pacific Ocean. 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